

Minutes – Essendon Airport Community Aviation Consultation Group

Meeting held Friday June 16, 2017 at 10.30 am @ Essendon Fields House

Members: Danny Pearson MP, Cr Narelle Sharpe (MVCC), Frank Manti (Community Representative), Kevin Walsh (Community Representative), Chris Cowan (EAPL), Phillip Cash (EAPL).

Invited Guests: Russell McArthur (Department of Infrastructure and Regional Development), Sarah Tink (Department of Infrastructure and Regional Development), Chris Bren-Clarke (Airservices Australia), Ben King (Airservices Australia), Rory Kennedy (EAPL).

- 1. Welcome – Cr Narelle Sharpe (Chair)** the Chairperson welcomed the committee and attendees.

Apologies were received from Peter Khalil MP.

- 2. Items arising from previous CACG minutes (March 10, 2017)**

The minutes from the previous meeting were accepted.

- 3. Noise**

- a) *Airservices Reports***

Chris Bren-Clarke (CBC) presented noise data for January – March 2017 (see attached).

The Noise Complaints and Information Service received contact from 37 complainants for Q1 2017, an increase from 33 in Q4 2016.

Of the 24 complaints related to helicopters, 20 of these were emergency services and 4 were general aviation involved in air work and media flights.

14 of the helicopter complaints related to operations during the curfew period.

Action: Airservices (CBC) to provide further details of the 14 complaints during the curfew period and also advise if the emergency services complaints can differentiate between Police and Air Ambulance.

- b) *Fly Neighbourly Agreement (FNA) update***

Phillip Cash advised there is no change to the number of signatories since the last meeting (21 operators). The emergency services try to conform to the fly neighborly principles but will not sign the agreement as they require flexibility in their operations.

Action: EAPL (Phillip Cash) will review the FNA for relevance based on current helicopter fleet and procedures.

- c) *Submission received from the East Melbourne Group***

Members considered a submission made on behalf of residents of East Melbourne, requesting representation on the CACG so that their concerns regarding noise, amenity and safety impacts can be heard by relevant stakeholders.

The CACG noted that the Airport Operator does not have a role in managing flight paths or noise generated by aircraft in flight. These matters are the domain of Airservices Australia. Complaints about aircraft noise should first be lodged with Airservices Australia's Noise Complaints and Information Service. If a person is not satisfied with

the way their complaint was handled, they can make a complaint to the Aircraft Noise Ombudsman.

Although Airservices has a process in place for complaints, the CACG agreed that specific issues can be provided to Frank Manti (community representative) to be raised with the CACG. However, it is essential that specific details including, date, time and aircraft registration (from WebTrak) are provided.

Action: EAPL (Rory Kennedy) will draft a response to the East Melbourne Group and circulate to CACG members for comment.

4. Curfew

Chris Cowan advised that the curfew is essentially a jet curfew rather than a noise curfew, which allows unlimited movements by some turbo-propeller aircraft. EAPL supports sensible reform.

5. Aviation operations update

a) New operators

JetGo has announced flights to Hervey Bay (Qld) to replace Port Macquarie (NSW)

Phillip Cash confirmed the forecast shift in the mix of aircraft. Movements of smaller private aircraft are declining, whilst movements of business jets and emergency services are growing.

b) New Search and Rescue Aircraft

The Australian Maritime Safety Authority has based a new Challenger CL604 jet aircraft at Essendon Airport, with a second aircraft due to arrive in July 2017. The aircraft replaces the old Dornier 328 turbo-propeller aircraft.

Identical jets are based at Perth and Cairns.

The new aircraft was featured on Nine News (see link below)

<https://mobile.twitter.com/9NewsMelb/status/857152067097460737>

c) Approach from flight training provider

Chris Cowan sought the CACG's views on an approach from a large institution which provides flight training and enquired about being based at Essendon. The institution operates 12 aircraft and operates around 15,000 movements per annum. Ben King advised that the organisation currently operates a significant number of flights (up to 60 movements per month) at Essendon.

There was a general discussion regarding the proposal and the CACG members concurred that an increase in aircraft movements of that magnitude would be noticed by the community.

Chris Cowan advised that the institution would need to make a convincing argument about the community impacts in order for EAPL to agree a deal.

6. Melbourne Airport 3rd Runway Proposal

EAPL has engaged consultants to prepare a Concept of Operations that presents feasible modes of runway operation at Essendon to address the interdependencies between Essendon and Melbourne Airports' operations that would result from the construction of a parallel east-west runway at Melbourne.

Chris Cowan advised that the proposal may impact the local community due to increased usage of Essendon's East-West Runway. EAPL will update the CACG as further information becomes available.

Representatives from Melbourne Airport have offered to provide a briefing to the Essendon CACG.

Action: Representatives from Melbourne Airport to be invited to provide a briefing at the next CACG meeting in September.

7. Development update

- a) Hotel
Hyatt Place has commenced trading and was officially opened 15th June 2017 at an event attended by the Hon Darren Chester MP, Federal Minister for Infrastructure and Transport, Daniel Andrews, Premier of Victoria and other dignitaries.
- b) AutoCentro – Civil works are underway for a Jaguar Land Rover dealership and one other premium dealership. To be completed by January 2018.

A café is also under construction which will enhance amenity for the 1000+ workers at this location and will be open to the general public.

- c) Terminal redevelopment – EAPL is reviewing its plans to reduce the scale of the development, beginning with a minor refurbishment.
- d) Private hospital – EAPL is in discussions with potential operators. However, market conditions in the private health sector are slow.

8. Master Plan and Major Development Plan (MDP) matters

EAPL's next Master Plan is due to be submitted to the Minister by April 2019. A draft Master Plan will be released for public consultation mid 2018.

- a) Environmental Strategy
Rory Kennedy provided an update regarding EAPL's investigations into PFAS (Perfluoroalkylated Substances) near the former fire-training ground. The most common types of PFAS are PFOS (perfluorooctane sulfonic acid) and PFOA (perfluorooctanoic acid).

There are currently no formal Australian Standards to assess PFAS for the protection of human health or ecosystems. However, the following interim guidelines have been implemented by the regulators:

- The Commonwealth Department of Environment and Energy has released draft Management Guidance for PFOS and PFOA;
- EPA Victoria has published draft standards for the protection of aquatic systems; and
- The Commonwealth Department of Infrastructure and Regional Development has issued its Airports with a Guideline for Environmental Management.

The maximum PFOS soil concentration identified is well below the interim screening level for direct contact (industrial) of 90 mg/kg.

EAPL has engaged an environmental consultant to undertake more detailed sampling in July 2017.

9. Other business

a) **Draft Stakeholder Engagement Report FY2016-17**

The Department of Infrastructure and Regional Development has requested its Airports provide a summary of stakeholder engagement activities for the previous 12 months and activities planned for the next 12 months.

EAPL circulated a draft copy of the report to CACG members for comment. The final version of the report will be published on EAPL's website.

Action: CACG members to provide comments (if any) on the draft report by 30th June 2017.

b) **Essendon Circling Minima Changes**

Chris Bren-Clarke advised that Airservices proposes to remove a non-directional beacon from the Hart Precinct which is obsolete. Removal of this obstacle will allow a lower circling minima for aircraft on instrument approaches.

Reducing the circling minima by 190ft will provide greater predictability for pilots landing when circling is required. Aircraft using the Runway 26 Instrument Landing System rarely need to circle. Further information is attached. Airservices advises that changes to noise impacts are unlikely to be noticed.

Action: CACG members to review information and provide comments (if any) to Airservices.

c) **Landscaping at the Airport Boundary**

After the previous meeting, EAPL inspected the earth mounds left by Melbourne Water along the perimeter of Lebanon Street, Strathmore. Residents had expressed concerns regarding the site presentation and rocks.

EAPL will landscape the mounds with top soil and planting, commencing 2017. A letter will be sent to residents in July with a commencement date.

Action: EAPL to keep this as an agenda item.

d) **Update from Moonee Valley City Council**

Cr Narelle Sharpe advised that the Aircraft Noise Ombudsman (ANO) contacted her and has offered to visit a CACG meeting. EAPL also met with the ANO in May.

Council has endorsed the installation of additional noise monitoring equipment for Keilor East, in relation to Melbourne Airport aircraft noise.

Council declined to purchase land owned by VicRoads in Strathaird Street Strathmore, currently utilised as a park and playground. The lots are located within a General Residential Zone. (The lots are also located within a 30 ANEF zone and are unacceptable for residential use pursuant to Australian Standard AS2021:2015 *Acoustics – Aircraft noise intrusion – Building siting and construction*)

Meeting Closed 11:55am
Next Meeting will be held Friday September 8, 2017 @ 10.30am
(Chair – Danny Pearson MP)

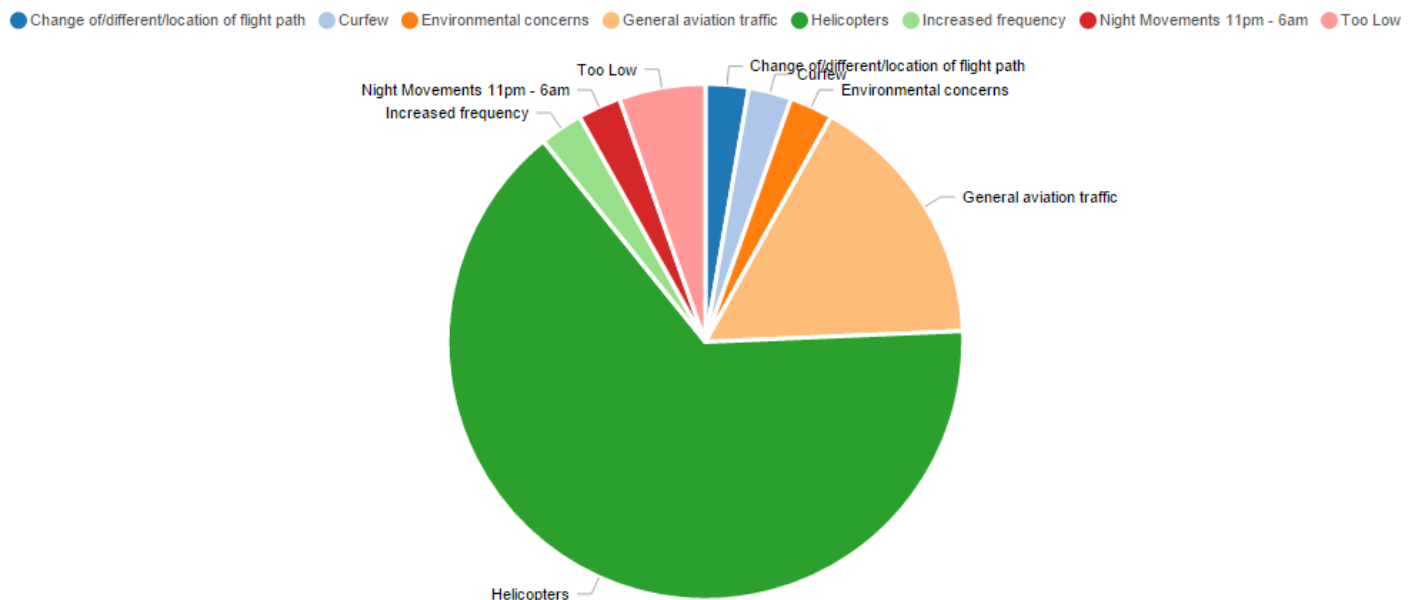
FIRST QUARTER 2017 – Essendon Airport

ISSUES

There were 37 complainants in quarter one 2017. This is an increase from 33 complainants for the fourth quarter 2016.

The main issue this quarter was Helicopters with 24 complainants. General aviation traffic recorded six complainants.

Chart 1: Issues for Quarter 1 2017



Emergency services operations were the cause of concern for 20 of the 24 complainants affected by the issue of Helicopters. 14 of these complainants were affected by operations during the curfew period. The other four complainants under this issue were affected by helicopter operations involved in airwork and media flights.

Two complainants affected by the issue of General aviation traffic were affected by fixed wing emergency services operations. The other complainants were in the vicinity of designated VFR routes, or were affected by aircraft conducting airwork.

In January the Alfa Romeo Portsea Polo event was held at the Point Nepean National Park at Portsea by license from Parks Victoria. Helicopters departing Essendon, Moorabbin and the Melbourne City Helipad opposite Crown Casino ferried people to and from the event. No complainants could be attributed to this event. Additionally, no complainants could be linked CASA navigation flight testing that occurred in March.

Suburbs

29 individual suburbs were affected during quarter one. The suburbs recording the most complainants were Oak Park with four complainants, and Ivanhoe East, Moonee Ponds, Preston, Strathmore and Strathmore Heights with two complainants each.

The residents of Oak Park, Moonee Ponds, Preston and Strathmore were all affected by Emergency services helicopter operations. Moonee Ponds was also affected by fixed wing operations.

The residents of Ivanhoe East were affected by General aviation traffic, while the residents of Strathmore Heights, due to their proximity to the airport, were affected by arriving and departing traffic. A resident in Strathmore was concerned about the height of aircraft on arrival to runway 26.

Stakeholder Engagement

Essendon Circling Minima Changes

Drivers of change: Removal of Non Directional Beacon allows lower circling minima for instrument approaches.

Proposal is to lower the circling minima for instrument approaches due to a change in obstacle clearances post removal of the Non Directional Beacon and associated approach. Lowering of the circling minima is enabled by improved accuracy of navigation, provides greater predictability for landing when circling is required, and may also reduce the number of occasions when additional fuel is required to be carried for alternate aerodromes (through associated reduction to alternate minima).

Summary of impacts:

Circling minima for Category A and B aircraft will reduce from 1100ft to 990ft, resulting in 0.9dBA increase in noise levels.

Circling minima for Category C aircraft will reduce from 1440ft to 1250ft, resulting in 1.2dBA increase in noise levels.

The changes in noise levels are not perceptible to the human ear. The number of flights likely to use the circling approaches averages one per week. Residents may notice a lowering of altitude.

Implementation date: TBA

Noise

Noise level changes are below the Airservices thresholds for potential significance under section 160 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).

The changes to noise impacts are unlikely to be noticed. Circling approaches are not likely to be conducted more than once a week on average with changes in noise levels up to 1.2dBA which is not discernible.

Residents within the circling area may notice aircraft are lower (up to 190ft lower) when conducting the circling approach.

Aircraft Emissions

No changes to aircraft emissions.

Natural Environment

There is no anticipated impact on the natural environment.

Culture and Heritage

The Kulin people are the traditional owners in the Melbourne region.

There is no likely environmental impact on areas of indigenous heritage and cultural significance as a direct result of implementing the circling minima changes, due to the area being exposed to existing overflights and no lateral change in flightpaths.

Stakeholder Consultation

Key Messages

- The proposed changes to instrument approach circling heights at Essendon Airport will provide greater landing predictability for aircraft, and will not result in noticeable noise impacts.
- Residents may notice aircraft are up to 190ft lower when conducting circling approaches to land at Essendon Airport but these are rarely required, averaging one flight per week.
- An additional benefit is to reduce the number of occasions that aircraft must carry additional fuel for alternate landing options at other airports.